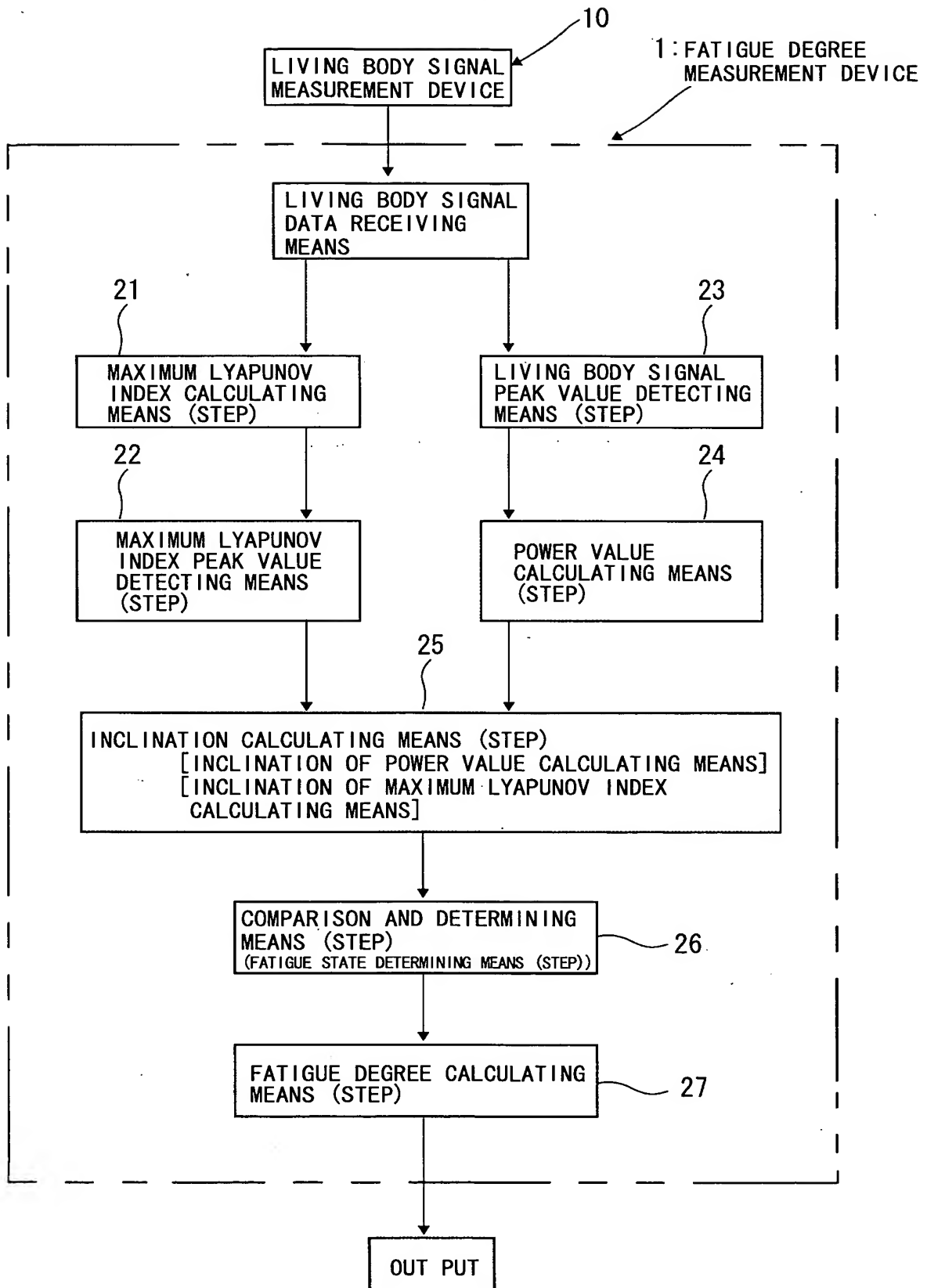
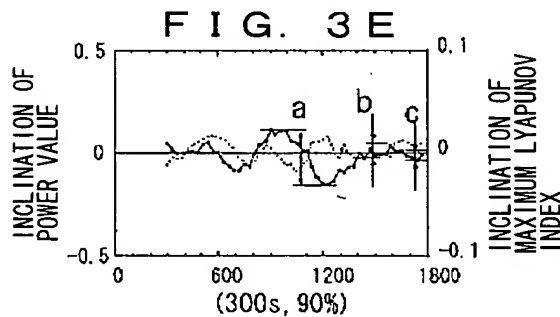
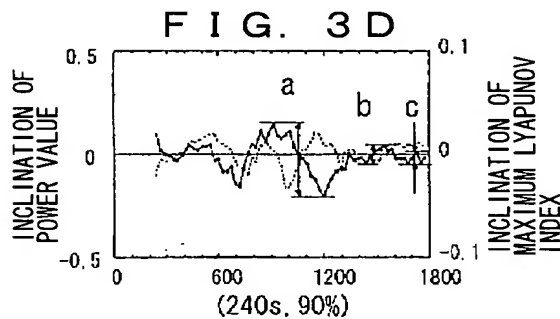
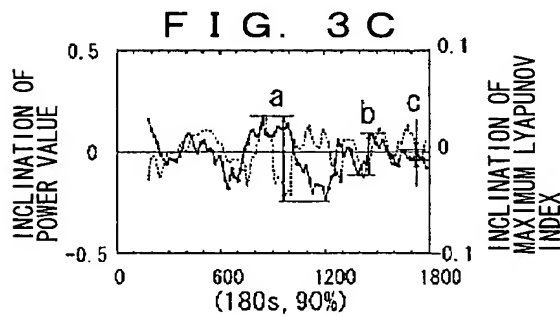
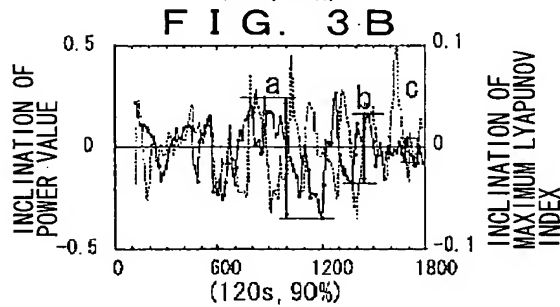
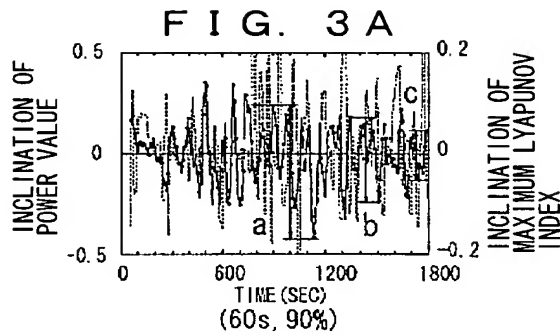
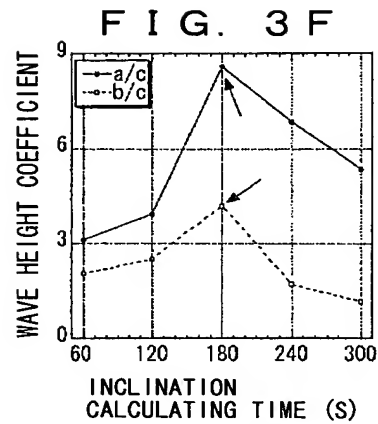


FIG. 1





(SAMPLING TIME, LAP RATE)



SLIDE CALCULATION LAP RATE = 90%

COMPARISON OF WAVE HEIGHT COEFFICIENT
BASED ON SAMPLING TIME

—●— INCLINATION OF POWER VALUE

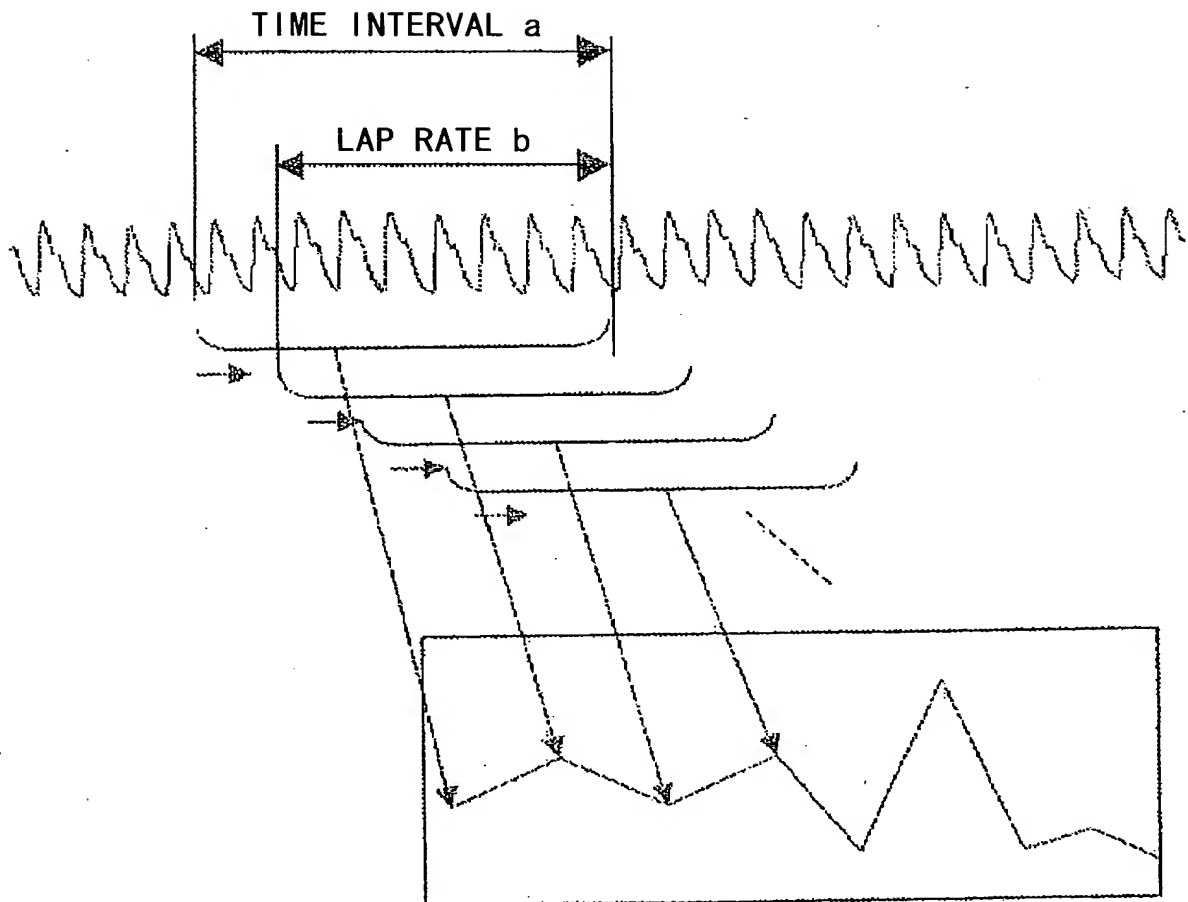
-○- INCLINATION OF MAXIMUM LYAPUNOV INDEX

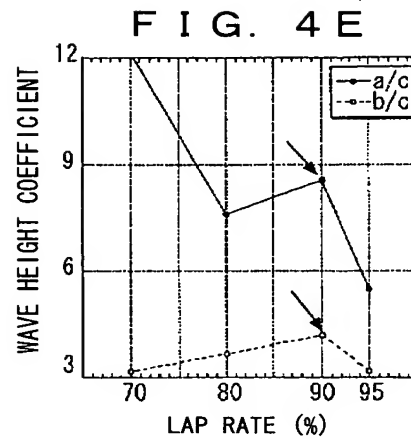
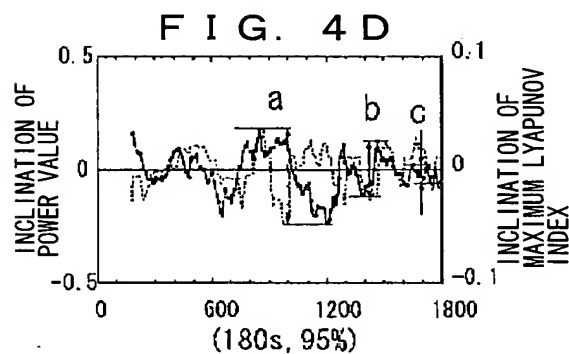
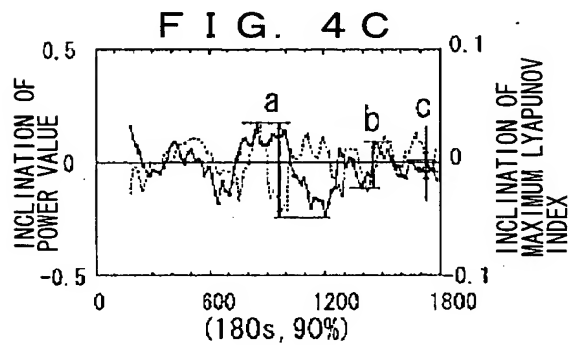
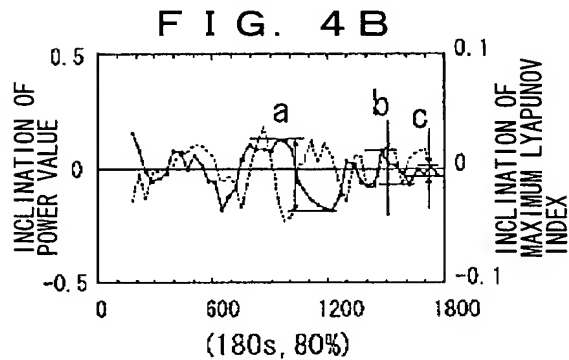
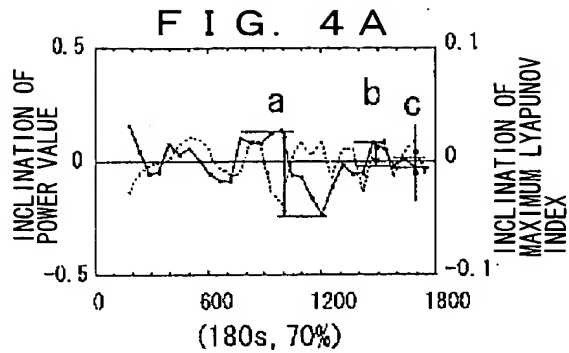
a: FALLING ASLEEP WARNING SIGNAL

b: TRANSITION STATE SIGNAL TO SLEEP

c: SLEEPING SIGNAL

FIG. 2





INCLINATION CALCULATING TIME = 180s
COMPARISON OF WAVE HEIGHT COEFFICIENT
BASED ON LAP RATE

—●— INCLINATION OF POWER VALUE

-○- INCLINATION OF MAXIMUM LYAPUNOV INDEX

a: FALLING ASLEEP WARNING SIGNAL
b: TRANSITION STATE SIGNAL TO SLEEP
c: SLEEPING SIGNAL

FIG. 5A

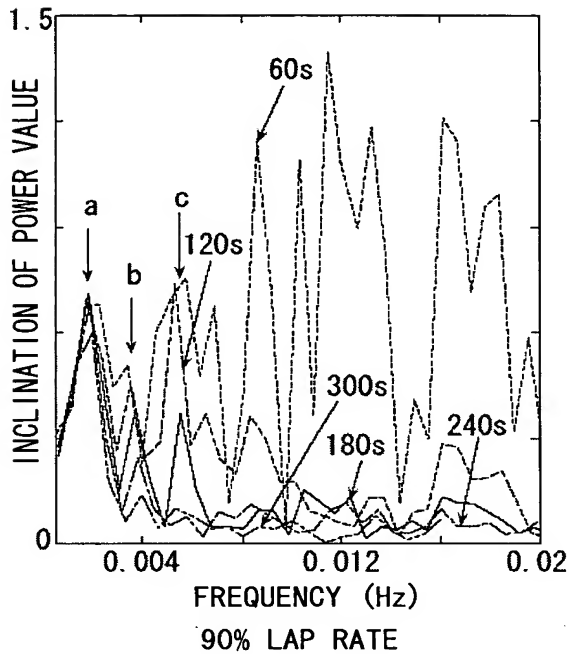
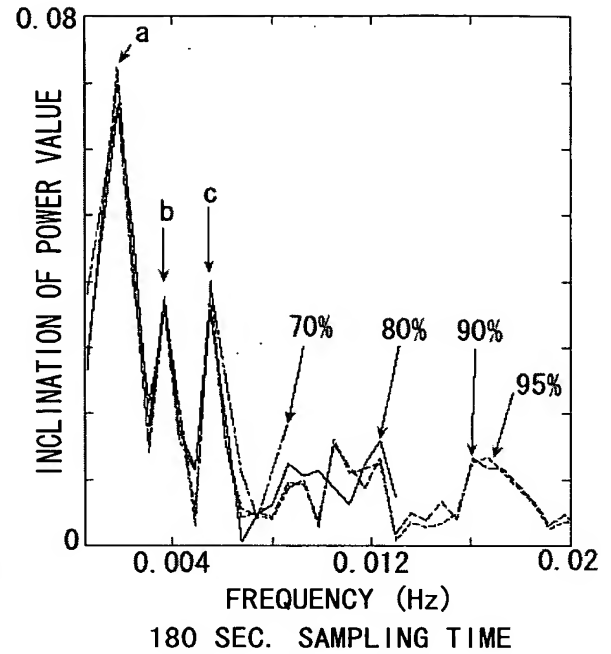


FIG. 5B



COMPARISON OF FREQUENCY ANALYSIS IN A CASE OF 30 MIN. EXPERIMENT

FIG. 6A

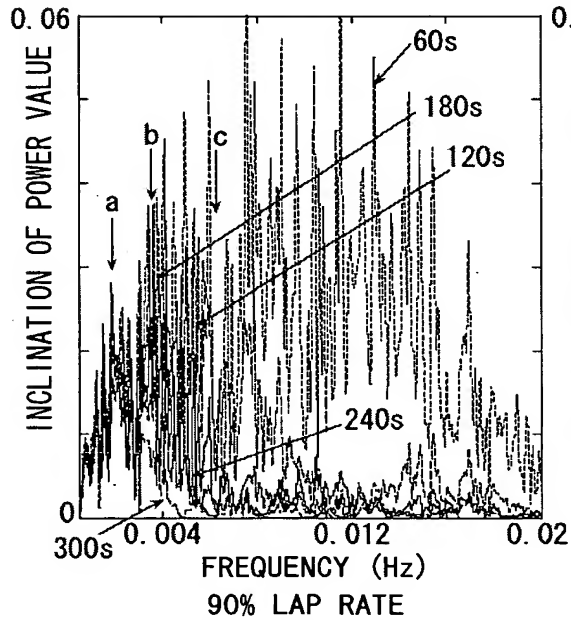
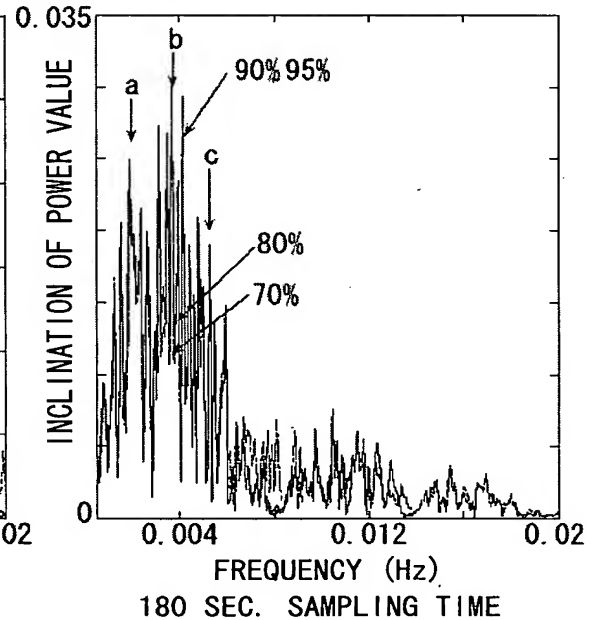
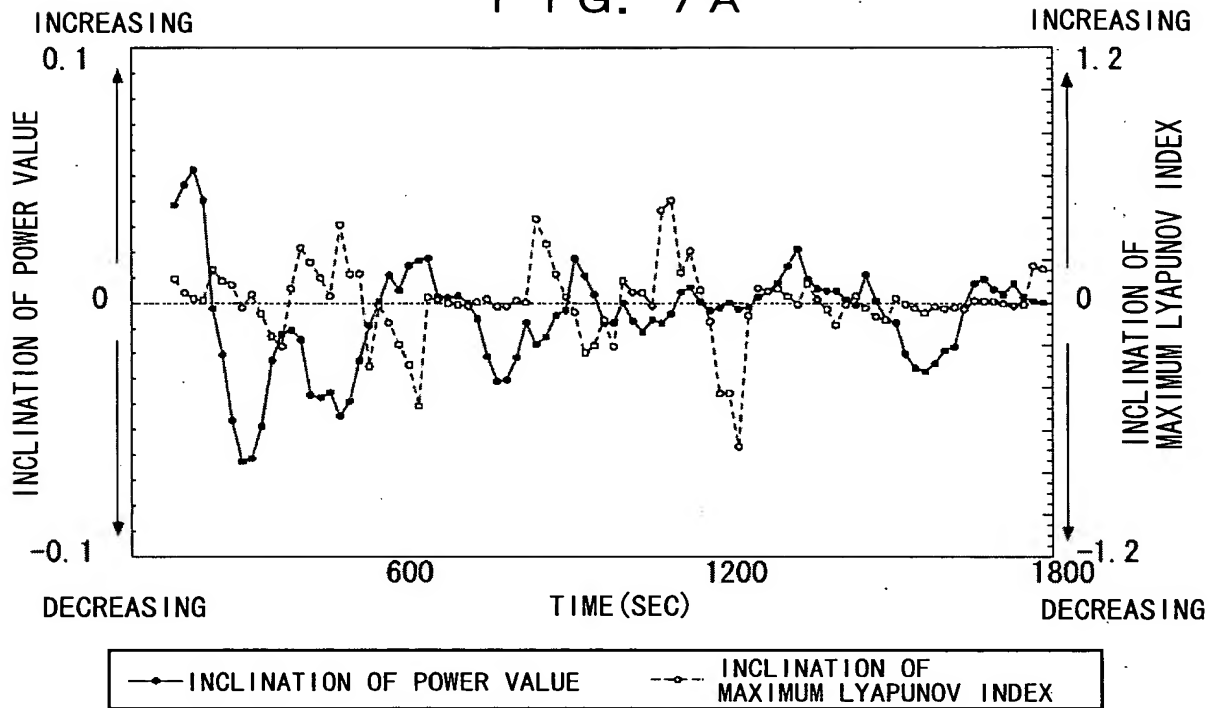


FIG. 6B



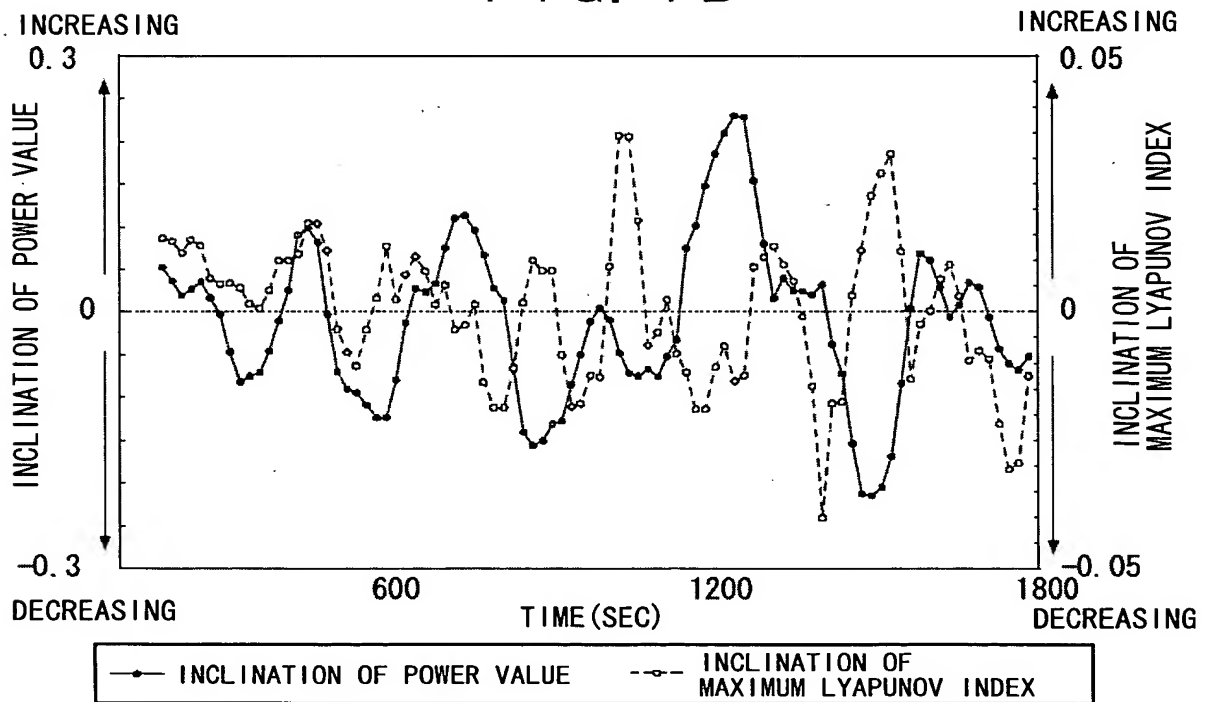
COMPARISON OF FREQUENCY ANALYSIS IN A CASE OF 180 MIN. EXPERIMENT

FIG. 7A



ROUND-SHOULDERED POSTURE (hunched posture)

FIG. 7B



FORCED POSTURE (motionless posture)

FIG. 8A

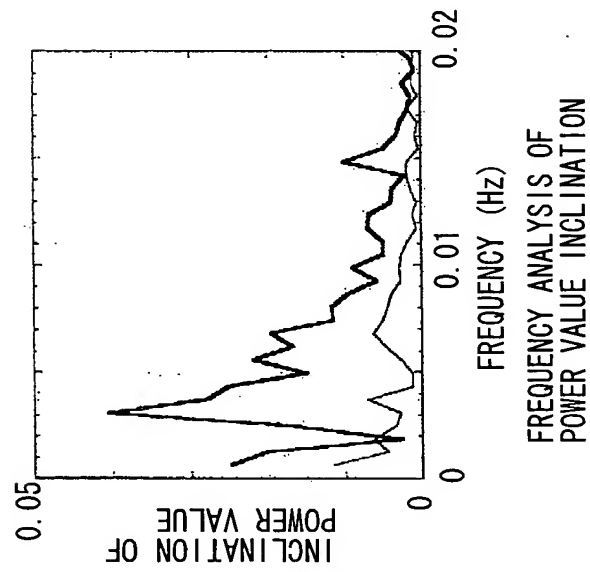
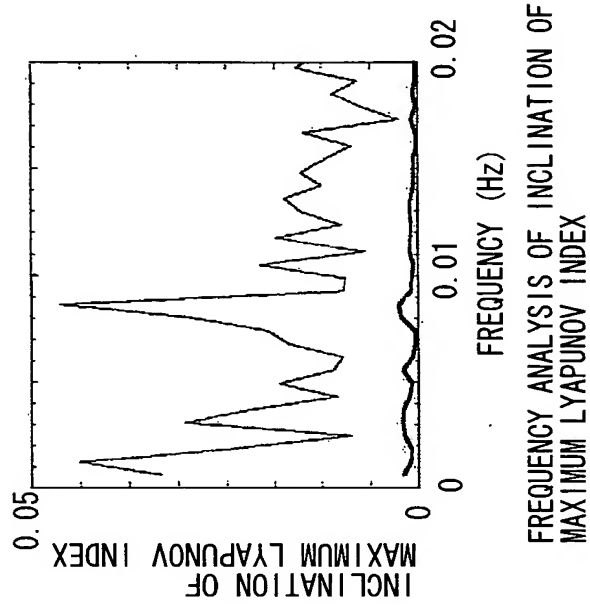


FIG. 8B



—	ROUND-SHOULDERED POSTURE (CENTRAL FATIGUE PREDOMINANT STATE)	—	FORCED POSTURE (PERIPHERAL FATIGUE PREDOMINANT STATE)
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FIG. 9A

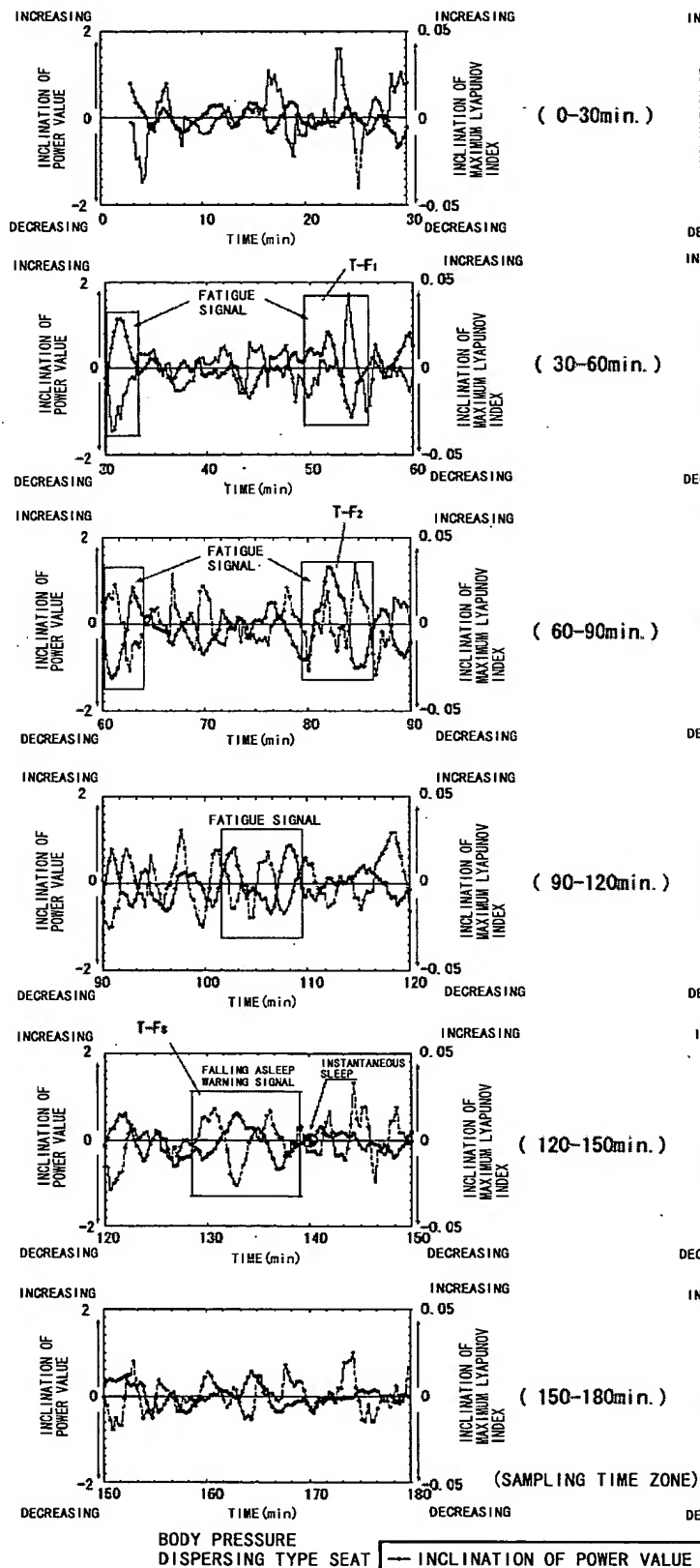


FIG. 9B

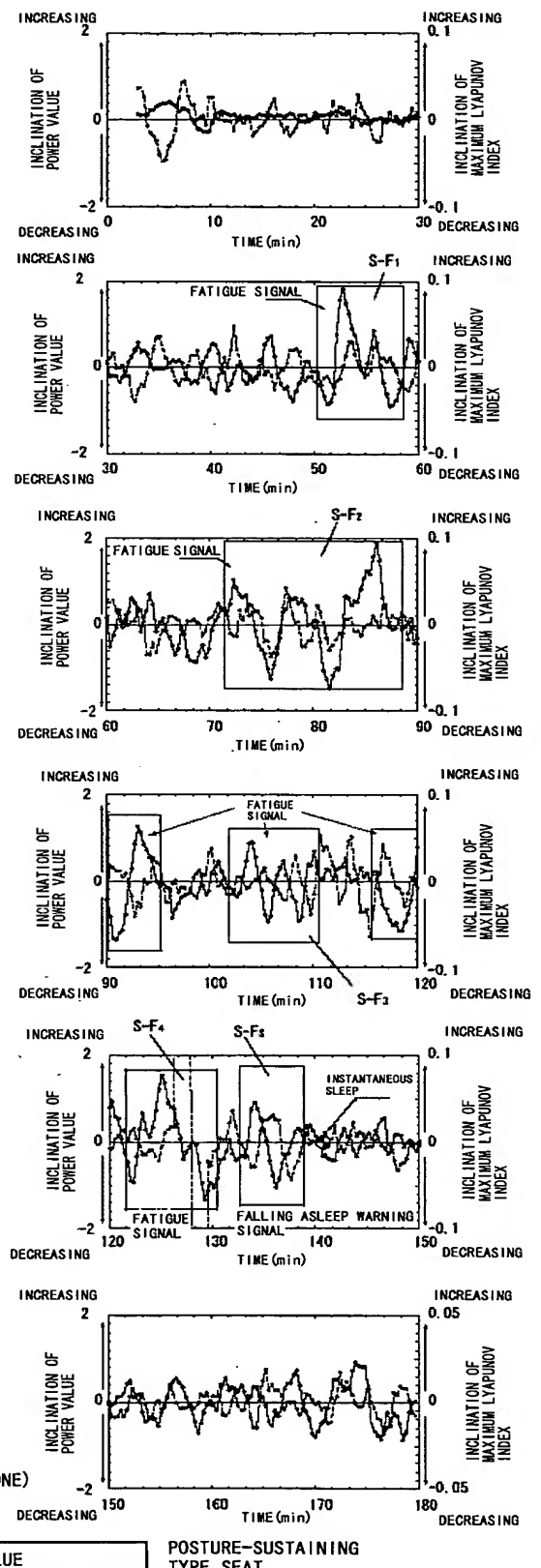
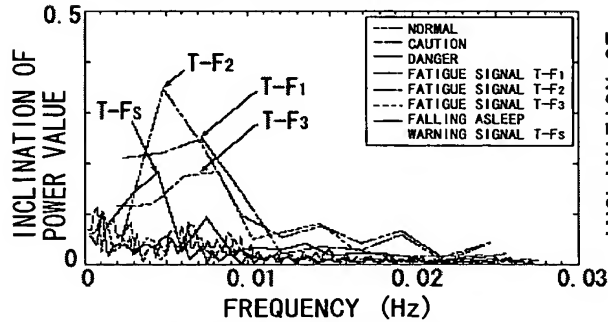
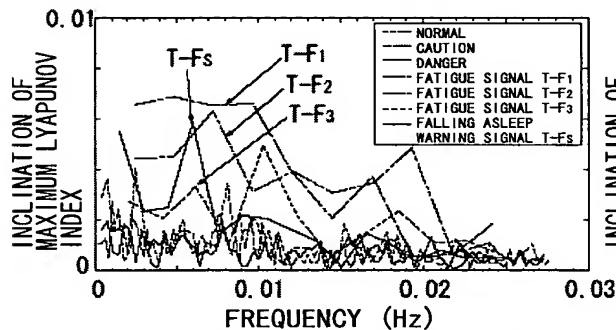


FIG. 10A

FREQUENCY ANALYSIS OF BODY
PRESSURE DISPERSING TYPE SEAT



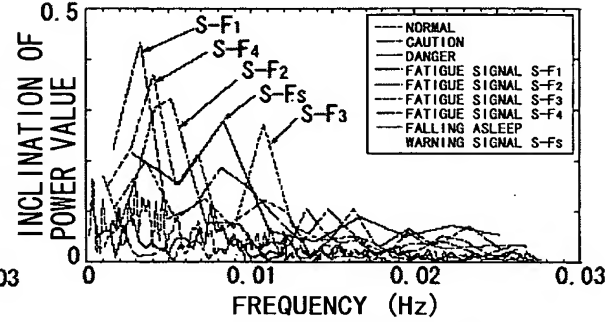
FREQUENCY ANALYSIS OF
POWER VALUE INCLINATION



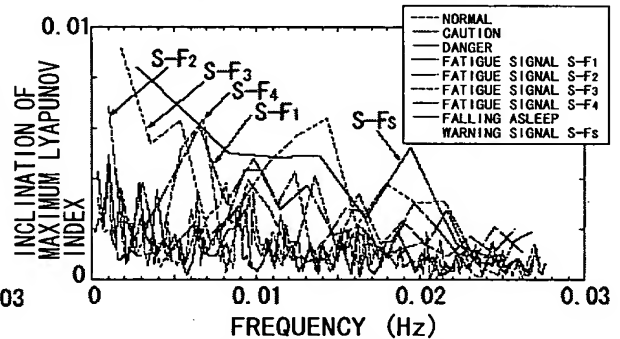
FREQUENCY ANALYSIS OF INCLINATION
OF MAXIMUM LYAPUNOV INDEX

FIG. 10B

FREQUENCY ANALYSIS OF
POSTURE-SUSTAINING TYPE SEAT

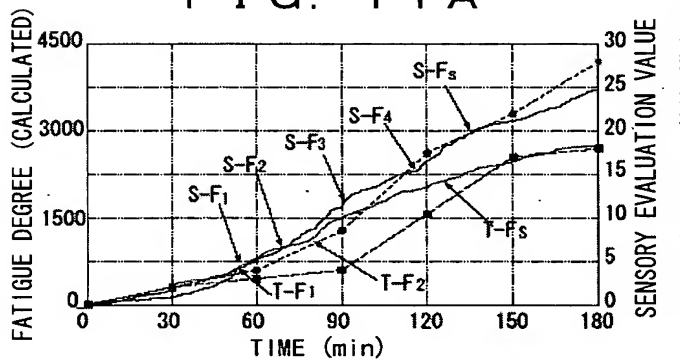


FREQUENCY ANALYSIS OF
POWER VALUE INCLINATION



FREQUENCY ANALYSIS OF INCLINATION
OF MAXIMUM LYAPUNOV INDEX

FIG. 11A



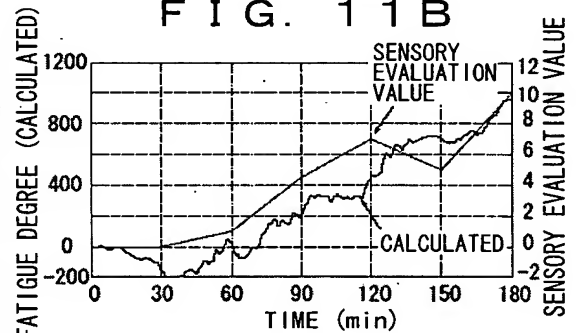
S-F: FATIGUE SIGNAL
(POSTURE-SUSTAINING TYPE SEAT)

T-F: FATIGUE SIGNAL
(BODY PRESSURE DISPERSING TYPE SEAT)

— CALCULATED VALUE (POSTURE-SUSTAINING TYPE SEAT)
— CALCULATED VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

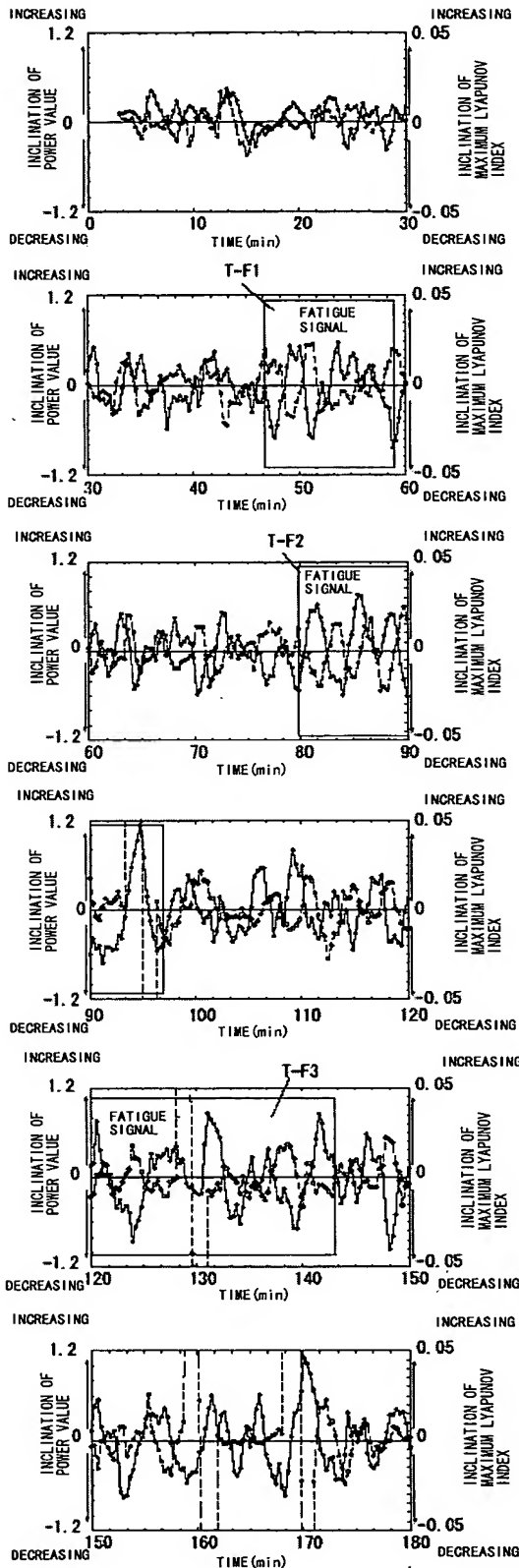
—●— SENSORY EVALUATION VALUE (POSTURE-SUSTAINING TYPE SEAT)
—■— SENSORY EVALUATION VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

FIG. 11B



QUALITATIVE EVALUATION OF
POSTURE-SUSTAINING TYPE SEAT
ON THE BASIS OF BODY PRESSURE
DISPERSING TYPE SEAT

FIG. 12A



BODY PRESSURE
DISPERSING TYPE SEAT

(SAMPLING TIME ZONE)

— INCLINATION OF POWER VALUE
— INCLINATION OF MAXIMUM LYAPUNOV INDEX

FIG. 12B

(0-30min.)

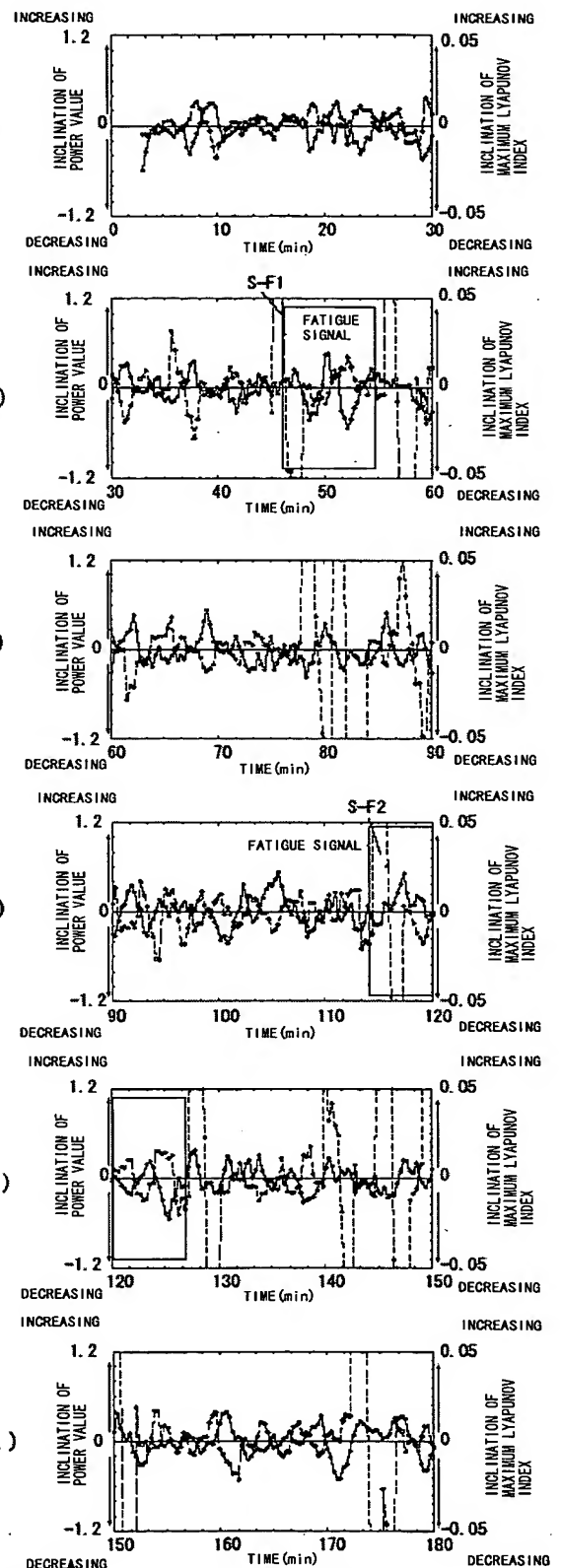
(30-60min.)

(60-90min.)

(90-120min.)

(120-150min.)

(150-180min.)



POSTURE-SUSTAINING
TYPE SEAT

FIG. 13A

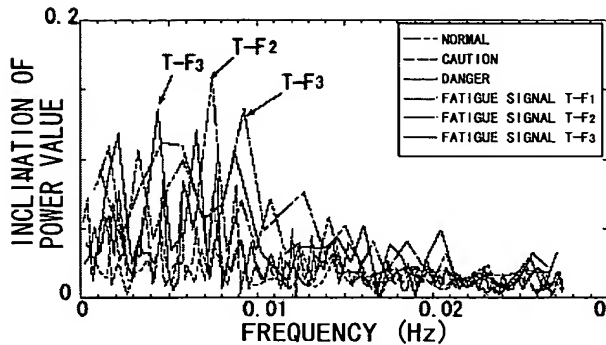
FREQUENCY ANALYSIS OF
POWER VALUE INCLINATION

FIG. 13B

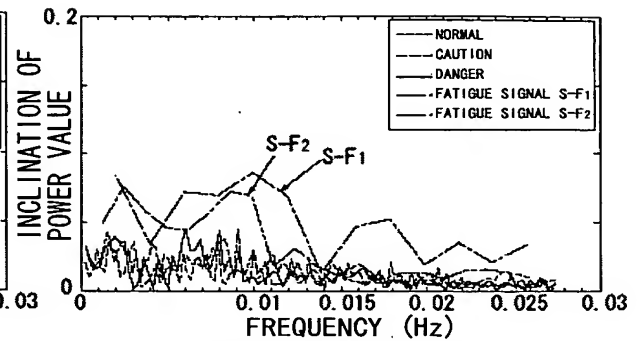
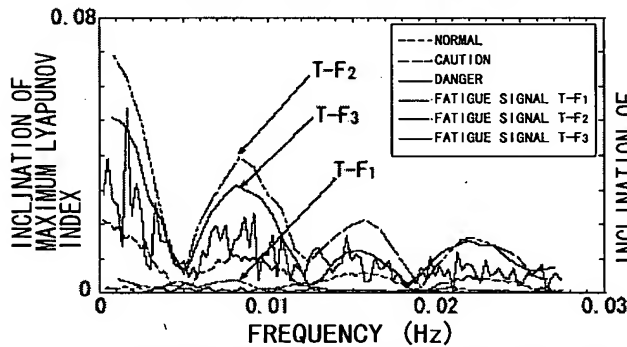
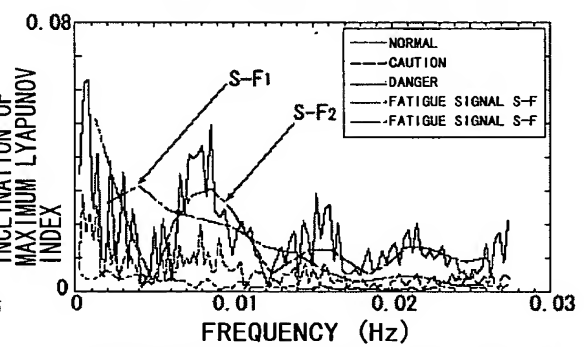
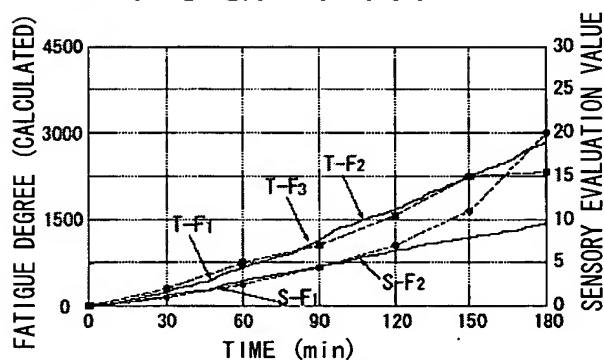
FREQUENCY ANALYSIS OF
POWER VALUE INCLINATIONFREQUENCY ANALYSIS OF INCLINATION
OF MAXIMUM LYAPUNOV INDEXFREQUENCY ANALYSIS OF BODY
PRESSURE DISPERSING TYPE SEATFREQUENCY ANALYSIS OF INCLINATION
OF MAXIMUM LYAPUNOV INDEXFREQUENCY ANALYSIS OF
POSTURE-SUSTAINING TYPE SEAT

FIG. 14A

S-F: FATIGUE SIGNAL
(POSTURE-SUSTAINING TYPE SEAT)T-F: FATIGUE SIGNAL
(BODY PRESSURE DISPERSING TYPE SEAT)

— CALCULATED VALUE (POSTURE-SUSTAINING TYPE SEAT)
— CALCULATED VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

—●— SENSORY EVALUATION VALUE (POSTURE-SUSTAINING TYPE SEAT)
—■— SENSORY EVALUATION VALUE (BODY PRESSURE DISPERSING TYPE SEAT)

FIG. 14B

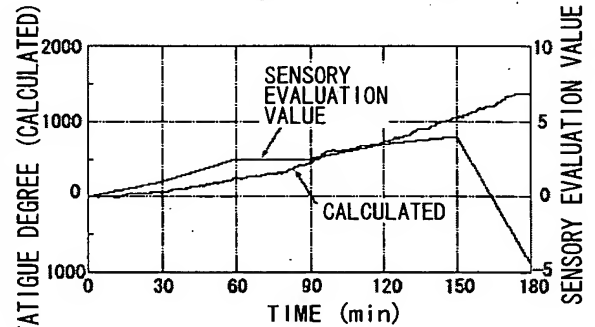
QUALITATIVE EVALUATION OF
POSTURE-SUSTAINING TYPE SEAT
ON THE BASIS OF BODY PRESSURE
DISPERSING TYPE SEAT

FIG. 15A

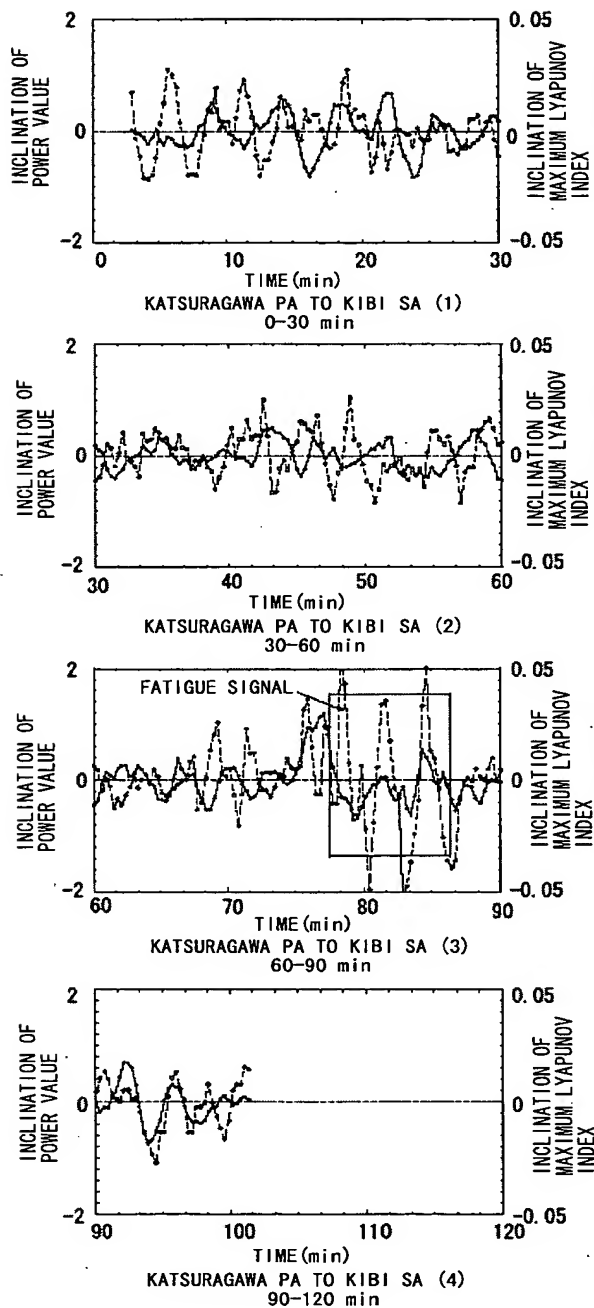


FIG. 15B

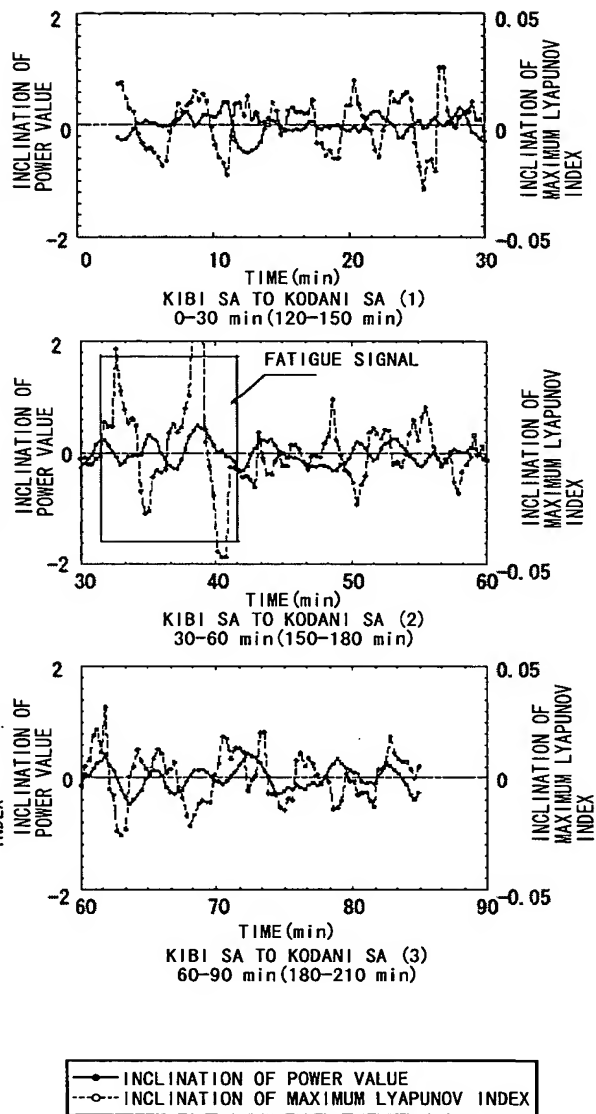


FIG. 16A

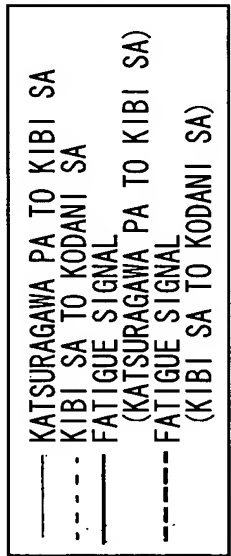
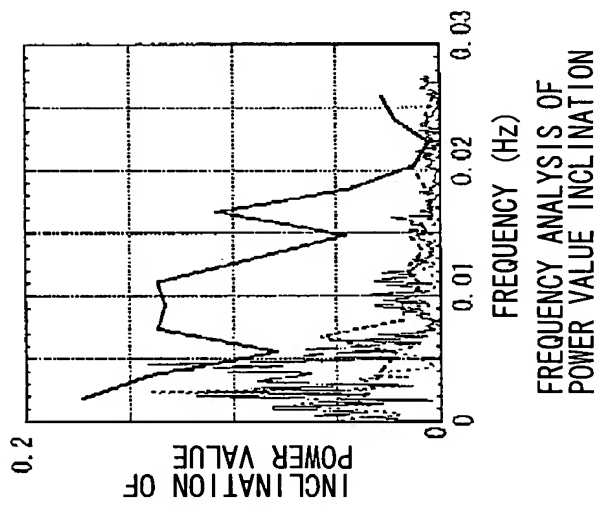


FIG. 16B

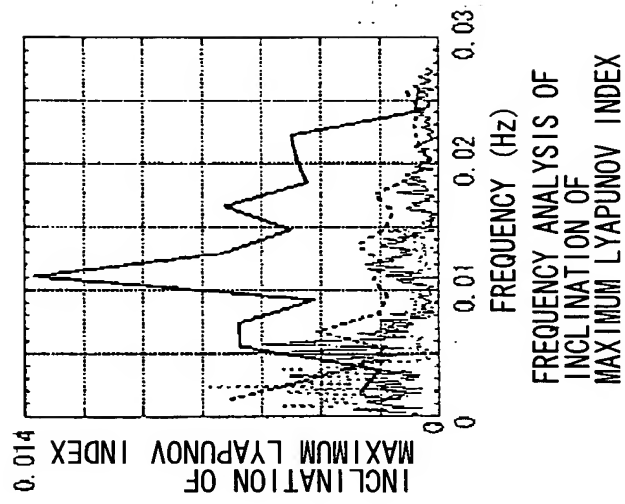


FIG. 17

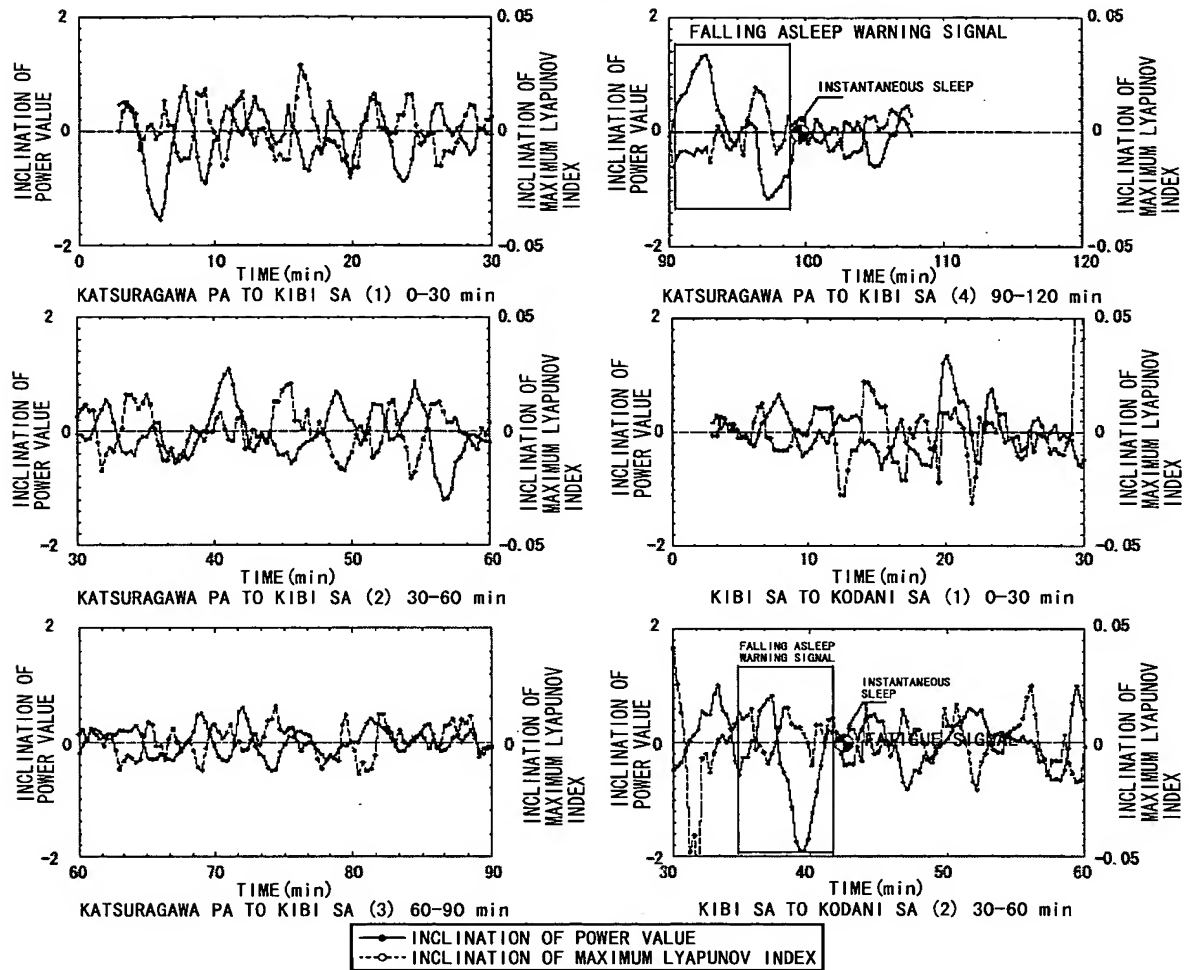


FIG. 18

FIG. 18

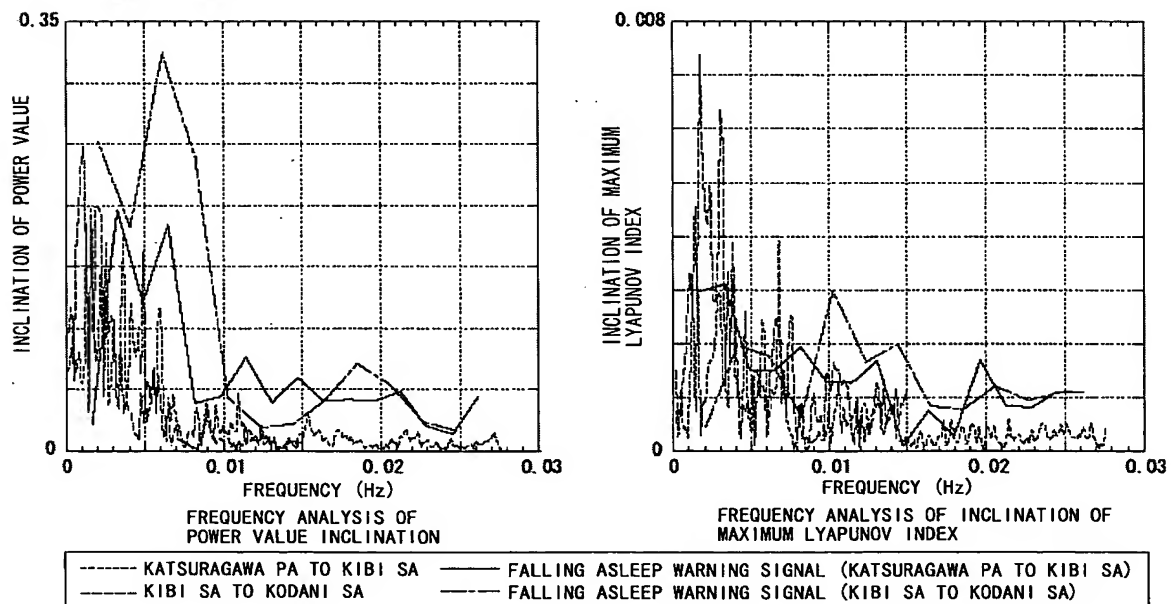


FIG. 19A

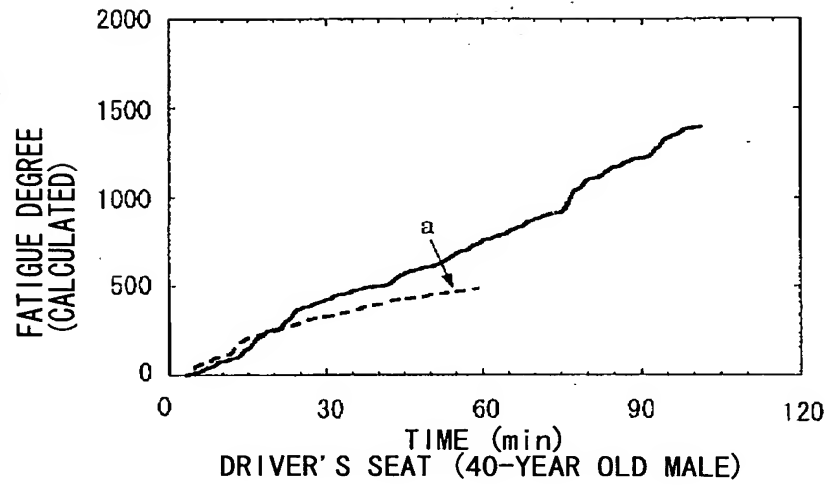


FIG. 19B

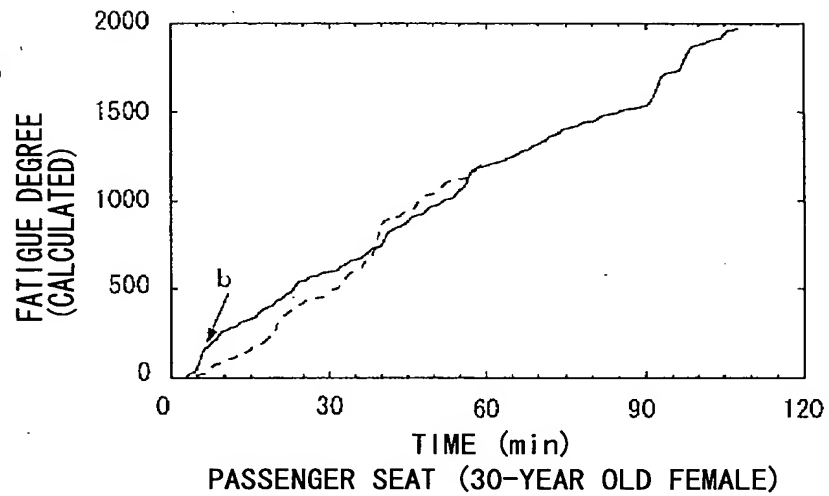
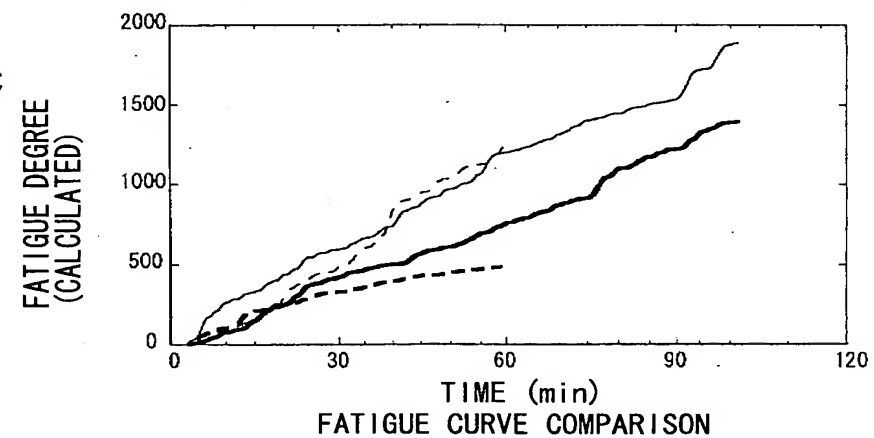
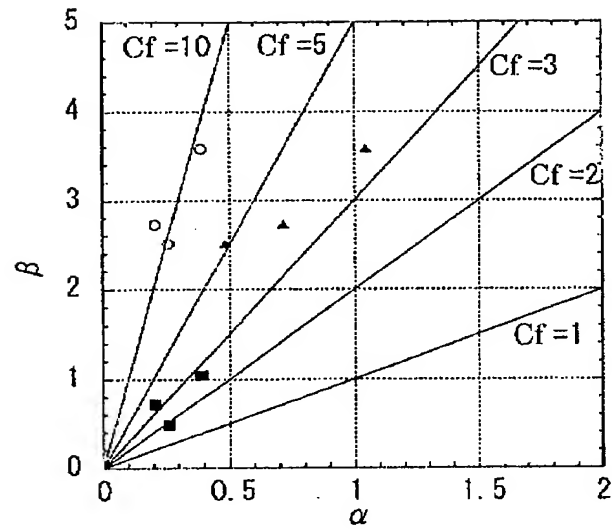


FIG. 19C



- CALCULATED VALUE (KATSURAGAWA PA TO KIBI SA) DRIVER'S SEAT 40-YEAR OLD MALE
- CALCULATED VALUE (KIBI SA TO KODANI SA) DRIVER'S SEAT 40-YEAR OLD MALE
- CALCULATED VALUE (KATSURAGAWA PA TO KIBI SA) PASSENGER SEAT 30-YEAR OLD FEMALE
- CALCULATED VALUE (KIBI SA TO KODANI SA) PASSENGER SEAT 30-YEAR OLD FEMALE

FIG. 20



$$Cf = \frac{\alpha}{\beta}$$

○	α = SLEEP SIGNAL,	β = FALLING ASLEEP WARNING SIGNAL
△	α = FATIGUE SIGNAL,	β = FALLING ASLEEP WARNING SIGNAL
■	α = SLEEP SIGNAL,	β = FATIGUE SIGNAL

FIG. 21A

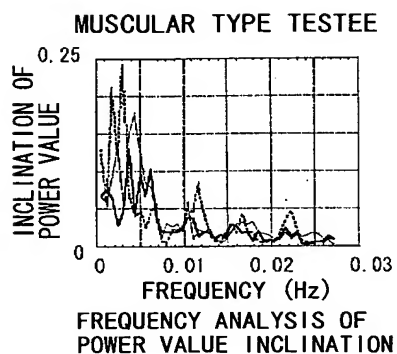


FIG. 21B

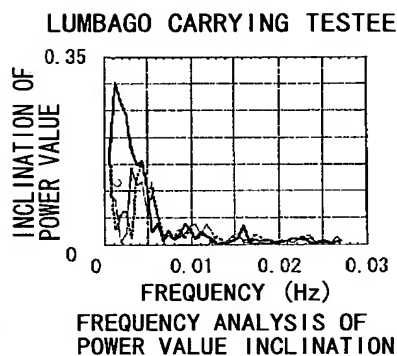
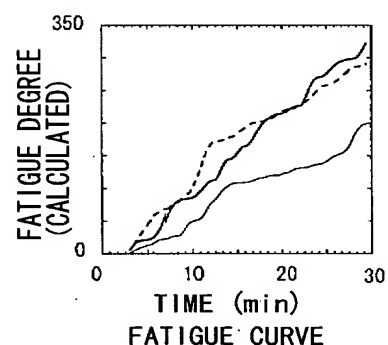
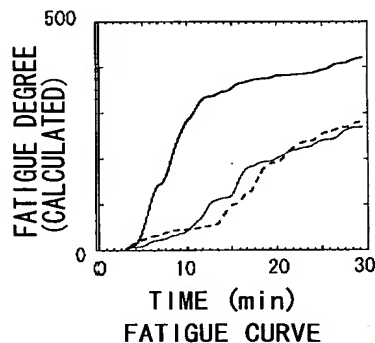
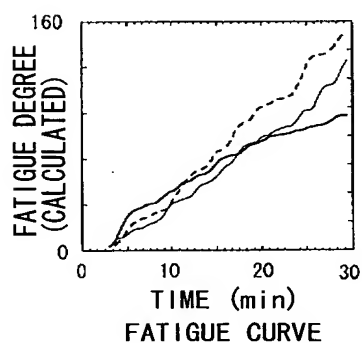
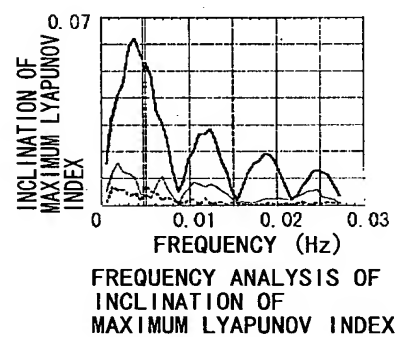
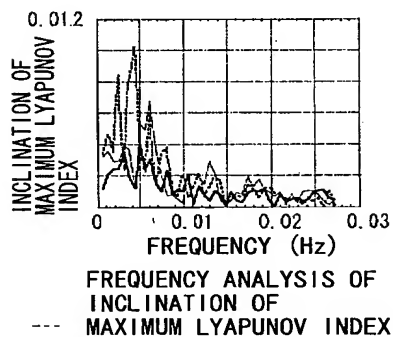
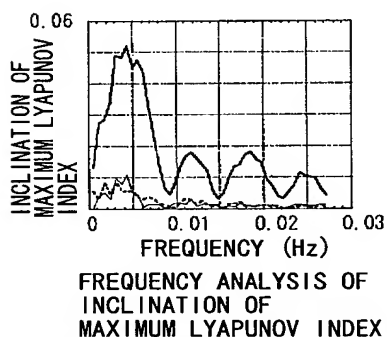
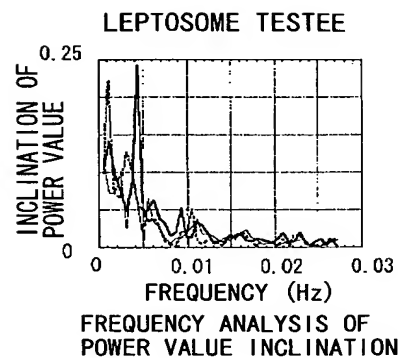


FIG. 21C



— NO BACK REST
 — NATURAL DRIVING POSTURE
 - - - - - STRESSING WAIST OVERHANG